AGC/WSDOT Structures Team Meeting

September 12, 2003
9:00 AM –12:00 PM NWR Corson Avenue Facility

Attendees:	Company	Phone	E-mail
Ayers Scott	Wilder Const.	425-508-3246	scottaye@wilderconstruction.com
Barney Millard	Conc. Tech.	253-383-3545	mbarney@concretetech.com
Casey Daniel	KLM Const.	253-297-2750	dcasey@klmci.com
Hilmes Bob	WSDOT	509-324-6232	Hilmesb@wsdot.wa.gov
Kapur Jugesh	WSDOT	360-705-7209	kapurju@wsdot.wa.gov
Leachman Dan	Kiewit Const.	425-255-8333	dLeachman@kiewit-PBD.com
Madden Tom	WSDOT	206-768-5861	maddent@wsdot.wa.gov
McCoy Charlie	Atkinson Const.	425-255-7551	cmcco@Atkn.com
Quigg John	Quigg Bros.	360-533-1530	johnq@quiggbros.com
Sheikhizadeh M.	WSDOT	360-705-7828	sheikhm@wsdot.wa.gov
Smith Tobin	Max J. Kuney	509-535-0651	tobin@maxkuney.com
Swenson Robb	General Const.		Robb.Swenson@kiewit.com

The meeting started at 9:00 AM. The minutes from the July meeting were approved with one revision. Bob Hilmes proposed that the recommendation #2 with regards to the topic #20, camber in bridge widenings, be deleted. This recommendation was to allow for the widest possible closure width between staged structures. The team discussed this issue and agreed with Bob to delete this item from a list of recommendations.

Robb Swenson was introduced and welcomed to the team. Also, Mark Hammer was filling in for Marco Foster and John Olk was requested to attend to participate in discussions related to the Std. Specs 6-02.3(16-17).

Updates on Action Items

Mo informed the team that the following Std. Spec revisions adopted by the group were going to be included in the 2004 edition:

- Stand. Specs. 6.02.3(6) Deck Overhang Bracket Release
- Stand. Specs. 6-02.4 Seal Measurement and Payment
- Stand. Specs 6-02.3(10) Allowing For Use of Roller Screeds For Widenings up to 20’
- Stand. Specs. 6-02.3(11) Reduction in Retaining Wall Cure Time to 3 days

Stand. Specs. 6-02.3(6)A Cold Weather Protection:

Mo reported that this issue needed further discussions and work.

Action Item: Bob and Mo will continue working on this issue and they will recommend a draft revision back to the team for general discussions.

Stand. Specs 6-02.3(11)- Use of Geotextile for Deck Curing.
Mo was not able to complete the material specs for inclusion into chapter 9.

Action Item: Mo will work with the Mats Lab and will add the specifications for the geotextile to the chapter 9.

Discussion Topic #20 – Camber in Bridge Widening/Stage Construction
The team adopted the following recommendations to the Bridge Design:

- Consider including concrete deck overlays over the entire deck
- Provide for temporary closure of the stage I to traffic while the deck closure concrete is hardening. If full closure is not possible, consider some traffic restrictions

Action Item: Mo will send a memo containing the above recommendations to the Bridge Office.

Informational Topics
Mo passed out the August issue of the FHWA publication FOCUS. The web site **WWW.specs.fhwa.dot.gov** contains the construction specs for all the fifty States. Mo also inform the team that all the wall GSPs were in the process of being reviewed for inclusion in chapter 6 of the Std. Spes. The team members expressed an interest to review the draft proposal and provide feedback.

New Technology - Abrasive Resistant Concrete
Bob provided a handout and discussed the benefits of **Hard-cem** additive to concrete. Addition of 40 Kg of this mineral powder to each cubic meter of concrete will provide an abrasive resistant surface reducing rutting in concrete pavements. This product has not been tested in bridge decks yet.

New Discussion Topics:

Interpretation of the Std. Specs 6-02.3(11) Moist Curing
Mo sought the members' understanding of the "continuous moisture cure'. Does spaying the concrete surface once with water during a hot day and covering it with reflective plastic sheeting meet the intent of continuous moisture curing? Do we need to augment the Specs. requiring use of soaker hoses? Some of the discussion highlights;

- There are no curing requirements in privet industry and no detrimental results have been noticed
- Long term durability may be jeopardized when concrete is not cured properly

- Soaker hoses are not a good solution. Disposal of water and muddy working conditions were sited

Achieving Correct Camber on Skewed Bridges

What is the proper positioning of the Bid-Well machine for skewed bridges? Along the skew or normal to the bridge? Some pros & Cons:

- If placed normal to the bridge, correct camber can not be achieved
- Tinning the deck is difficult if placed along the skew
- The Bid-Well rep recommends placement along the skew
- If placed along the skew, keeping the Bid-Well from rolling off the rails may a challenge
- Place normal and continuously adjust the slope at the Bid-Well hinges

Std. Specs 6-02.3(16 & 17):

John Olk informed that group that the current submittal review period by the Construction Plans Office is less than two weeks. Topics discussed:

- The preferred plan submittal size is 11" X 17"
- Railroad falsework is usually shown on the plans. Pre-approval is usually attained through the railroad so there is no delay to the contracts
- Why is the allowable compression perpendicular to grain only 450 psi? Caltrans's practice is 900 psi. John replied that camber strip crushing is the concern for the low allowable value.
- 6-02.3(17)C does not allow use of beams with burned holes. Why? John replied that this requirement was for special locations only.

Team Assignments

The team members will continue to review & discuss the Standard Specs. 6-02.3(16-17) for the October meeting. Also, refer to the pending discussion items and augment with new issues.

Future Meeting Dates

Oct. 10, 2003
Nov. 14, 2003

The meeting adjourned at 12:00 PM.

Next Meeting October 10, 2003 9:00 AM Corson Ave. Facility